

# **PACOG MPO/TPR**

## **Current Transportation Funding Perspective**

**Presented to:**

**The Governor's Blue Ribbon Panel on  
Transportation Finance and  
Implementation**

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**by: Bill Moore, MPO Administrator**



# PACOG in the Front Range

- **The four Front Range MPOs are dealing with similar issues and concerns, especially lack of funding.**
- **PACOG is more-and-more intricately linked to rest of Front Range urban areas by economic, social, environmental, and transportation issues.**
- **PACOG has major obsolete facilities like the urban section of I-25 (Opened in 1959 – unsafe by modern standards including alignment and structures)**
- **Local funding sources cannot provide the amount of capital required to correct such deficiencies.**



## **Pueblo growth is similar to rest of Front Range**

	<b>2000</b>	<b>2030</b>	<b>Growth</b>	<b>% Change</b>
<b>North Front Range Region</b>	<b>437,000</b>	<b>915,000</b>	<b>478,000</b>	<b>109%</b>
<b>Denver Region</b>	<b>2,415,000</b>	<b>3,712,000</b>	<b>1,297,000</b>	<b>54%</b>
<b>Pikes Peak Region</b>	<b>521,000</b>	<b>802,000</b>	<b>281,000</b>	<b>54%</b>
<b>Pueblo Region</b>	<b>142,000</b>	<b>226,000</b>	<b>84,000</b>	<b>59%</b>
<b>Front Range Total</b>	<b>3,515,000</b>	<b>5,655,000</b>	<b>2,140,000</b>	<b>61%</b>
<b>FR as Percent of State</b>	<b>81%</b>	<b>79%</b>		

# PACOG Traffic Congestion

- **Currently, over 1,100 lane-miles in the Front Range are congested for at least two hours each day.**
- **Currently, the estimated annual VMT in the PACOG MPO/TPR exceeds 1.3 Billion (3.3 million VMT daily)**
- **By 2030, the level of congestion in the Front Range will nearly triple, to about 3,200 lane-miles.**
- **By 2030, the congestion in the PACOG region will increase by more than six times, at least twice as fast as in the entire Front Range.**



# PACOG is a small MPO

- **50,000 - 200,000 Urbanized Area Population**
- **Small Urban Program funds ended in 2003**
  - Provided approximately \$500,000/yr. to each small MPO
- **Similar planning requirements as the large MPOs BUT.....**
- **No “STP Metro” Funds for construction**
- **No CMAQ Funds for construction, transit, etc.**
- **No off-system State/Federal Funds even when projects would clearly benefit the highway system**



# PACOG MPO/TPR

- **MPO Urban Area about 145,000 population**
- **TPR (includes MPO UA) approximately 156,000 people**
- **Urban population growth about at state average**
- **Current traffic growth in excess of 4% per year**
- **Near-term major construction projects: Chemical Depot, Comanche Generating Unit, Cement Plant, Pueblo Crossing, Fort Carson – all increase traffic**



# PACOG Long Range Plan

- **Identified Transportation Needs = \$ 2.033 Billion (will be greater in plan update to 2035)**
- **Identified Fed/State Revenue = less than \$ 100 Million - including DAR funds, RPP funds, and all transit funding (will probably be reduced in plan update to 2035)**
- **I-25 Corridor in PACOG MPO/TPR = at least \$ 1.2 Billion**
- **US50 Corridor in PACOG MPO/TPR = at least \$458 Million**
- **Off-highway-system state/federal funds = \$0 (federal earmark now sought to provide EA in US 50W corridor)**
- **About \$25 in needs for each \$1 in revenue**



# PACOG Transportation Conclusions

- **Regional economic activity and growth depends on efficient movement of people, freight and goods**
- **Need adequate, stable & predictable sources of additional federal and non-federal funding**
- **Must make the funding pie bigger with:**
  - State Taxes and User fees      - Local RTAs      - Toll Facilities
- **MPO/TPR could support a reasonable and equitable revenue-package/referendum to increase funding for transportation in rural and urban Colorado.**





# PACOG MPO/TPR

# QUESTIONS?

